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[a451]

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Hongkong, 23rd July, 1904. [1798]

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Hongkong, 1st June, 1904. [1887]

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Hongkong, 2nd July, 1904. [1621]

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Hongkong, 21st December, 1903. [a38]

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6th August, 1904. [a35]

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Hongkong, 1st May, 1904. [a1153]

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Hongkong, 10th June 1903. [a1892]

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Hongkong, 31st October, 1902. [a49]

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A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
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THE MANAGER. [a224]

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Proprietor.

[a1362]

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63, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903.



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## BIRTH.

On the 8th August, at Blackhead's Point, Kowloon, the wife of G. Pines, of a son.

1903

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th AUGUST, 1904.

In his interesting report on the afforestation work for the year 1903, Mr. S. T. DUNN, Superintendent of the Botanical and Afforestation Department, makes the following statement under the head of "Forestry":—"The time has now arrived for the Colony to profit to the full extent by the foresight of the Government of a former generation." Mr. DUNN then proceeds to relate that in the late seventies tree planting was seriously undertaken, and from 1882 to 1885 the annual expenditure of \$12,000 was expressly sanctioned for afforestation, when from 200,000 to 300,000 young pines were planted each year, and that the annual vote was gradually diminished as the slopes became covered, until it fell to \$3,450. As a result of this policy of tree planting there are at this moment nearly 5,000 acres of pine trees on the island and the oldest plantations "are now ready to fell and replant." Mr. DUNN goes on to say that he has made a very careful examination of the plantations, delineated them on maps and schedules, and prepared the ground work for the compilation of statistics "upon which to found a working plan for the future, but the results have a further interest as showing what return the Government have for their outlay of 'former years.'" Following closely up his conclusion that the time has arrived for the Government to reap where they have sown, "to profit to the full extent" by the foresight of previous administrations, Mr. DUNN has started an iconoclastic crusade against the results of the wisdom and energy

of his predecessors. We refrained, perhaps unfortunately, from criticism of his report before, believing that his intention was to thin out some of the plantations, which has been done periodically by his predecessors, but from what we have seen at Aberdeen we are driven to the conclusion that the present Superintendent intends to destroy the forests and lay bare the slopes which at such a large expenditure of time and money have been redeemed from barrenness and clothed with a verdure that beautifies and adorns them.

We fear Mr. DUNN has quite misapprehended the motives with which the votes for the afforestation of the island were made. He seems to think that the money so laid out was invested with an eye to future profit. This was really not the fact. When the first plantations were formed on the slopes above the city of Victoria during the régime of Sir ARTHUR KENNEDY they were made with the double object of beautifying the island and increasing the rainfall. His successor, Sir JOHN POPE HENNESSY, who was an enthusiastic tree planter, and raised the annual vote to \$12,000, did so from the same motives, though we believe he also argued that in a few years it would be possible to obtain some small revenue by thinning out the pines and selling the timber. This has been done from time to time, as much, however, to encourage the growth of the remaining trees as to make revenue, which was never expected to become an appreciable item among the assets. The forests have, however, proved well worth the money expended upon them. They have served to increase the rainfall, and they have helped to make the streams more permanent. They have also transformed the surface of the island, which, when first acquired presented, in winter especially, a singularly barren appearance. Mr. DUNN is apparently eager to again reduce it to this aspect, in order to rake in a few paltry dollars for the Treasury. He has already converted part of the slopes round Aberdeen into a waste, and will presumably, unless his ruthless hand is stayed, proceed, block by block, to render the entire island hideous. We cannot believe that for such a consideration, Sir MATTHEW NATHAN will permit this wholesale destruction of our carefully planted and long cherished forests.

Not only would it be a piece of vandalism but it would be a reversal of the policy of all his predecessors in office. Moreover it would be an act of sheer folly from a sanitary point of view. The health-giving odours of the pine forests everywhere are too well known to be insisted upon, and they are certainly no less desirable here as a prophylactic against fever. We trust that His Excellency will at once intervene and direct the immediate suspension of these devastating assaults upon what may be termed the sanitary reserves of the island. If it be necessary to prune or thin the plantations, let this be done with care and under the eye of a judicious expert, and not turn out the timber to Chinese to be cut as and where they please. The money is not to be thought of in such a connection. It has taken thirty-five years to cover the nakedness of the land; is it to be tolerated that this shall be re-exposed afresh for a few thousand dollars?

In connection with the above subject we trust the Superintendent of Forests will permit us to make a suggestion. It is that the abounding energy which has been directed upon the utilisation of the trees as a means of revenue should be diverted to the repression of the parasites and weeds that now choke the life out of trees and plants along many of our roads and walks. There are some forms of creepers that overrun the vegetation, smother it, and die in winter, becoming a pestilent nuisance and disfigurement, which are yet very easy of destruction. There are weeds like the sensitive plant that kill the turf and substitute thorns for the pleasant green grass. This pest is quite a newcomer and might yet with careful effort be exterminated. But it is spreading with amazing rapidity and if not checked will soon become a positive affliction, especially to the owners of lawns and gardens. A significant proof of its vigour and marvellous powers of propagation may be remarked from the Peak Tramway. The high bank just below the Royal Artillery Mess, close to Bowen Road Station, is simply covered by this plant, whose purple blooms clothe it in a colour very different to the turf which is buried beneath it. Last year this bank was cleared of the intruder to all appearance—the fact being that the roots, which are strong and deep, were not removed—and it sprang up again this year, and is flourishing with seven-fold strength. All along the line

of tramway, between the Bowen Road and St. John's Place it can be traced by its purple heads of bloom, and it should be promptly weeded out and, if possible, exterminated. The *butong* is another undesirable plant, which flourishes greatly near the banks of the streams. It has overrun whole districts of Ceylon, and cannot now be eradicated there, but here it has not made so much way, possibly owing to a less fertile soil. These intruders want watching, or they spread, like a fire, and prove even more difficult of control or elimination.

It is satisfactory to learn that the British entry into Lhasa has been accomplished without further fighting. Our London correspondent, telegraphing on the 8th inst., says that Colonel YOUNGHUSAND's forces marched into Lhasa on Wednesday, the 3rd inst., unopposed. The Chinese Amban assisted in the necessary negotiations consequent on the occupation of quarters in this stronghold of the Dalai Lama. It is evident from this account that the Chinese Amban, who previously had shown a rather hostile attitude to the British Expedition, has been instructed from Peking to execute a prompt and complete *tabula rasa*, and did so accordingly. The Chinese Government have no sympathy with Russian intrigues in Central Asia; they have suffered too much already from Muscovite pushfulness; and they have no doubt recognised the fact that the policy of rigid exclusion hitherto so successfully followed by the Tibetan Authorities was neither desirable nor possible. The British Indian Government could not submit to be flouted by a coterie of Buddhist priests before the whole Buddhist world, and the Peking Authorities have had sufficient experience of British methods to know that once the order to march has been given, nothing will be allowed to arrest the progress of British troops to their goal short of irretrievable disaster. Such a check the expedition under Colonel YOUNGHUSAND was not at all likely to meet from the Tibetans, and the opposition offered to it was both gratuitous and impolitic, a mere courting of defeat and an unnecessary loss of life. The Lamas had to be taught a lesson, however, which we trust they will take to heart and profit by in the future. They will henceforward know better, perhaps, than to listen to Russian misrepresentations. We hope that the British Commander has full powers to deal with the Lhasa Authorities, even to the point, if necessary, of setting up another and more intelligent priest in power than the Dalai Lama or those who govern in his name.

Meantime one more forward movement made and the last of the hermit kingdoms has been compelled to give up its jealously guarded isolation. The natural barriers to exploration in the great highlands of Tibet have hitherto enabled the Lamas to draw an impassable curtain round Lhasa, which Europeans have found it impossible to break, and the only variegated account of the city yet received has been that written by an intrepid Indian traveller who managed by a careful disguise to penetrate into the Tibetan capital and lived to tell the story of his adventures. Lhasa will now, however, soon be as well known to the world as Seoul, the formerly secluded capital of Korea, but now connected with its port by railway and the centre of a good deal of Japanese and Western activity. The public will have much that is interesting to learn of the great Buddhist centre and will look forward to the descriptions and illustrations which will no doubt soon be published of this unique city. Much of the glamour which at present surrounds this capital will naturally be dissipated by a closer and more intimate acquaintance with it. The mystery that has hung about this depository of the lore and learning of the Buddhist sages, and the vague idea that much knowledge is hidden in the monasteries of Tibet may perhaps be rather rudely dispelled, for we have a strong suspicion that there is less learning than pretension, less treasure than gaudy display, and more dirt than either in the lamaseries.

A letter from "Tax-payer" is unavoidably held over.

The Akaka of Abokuta has gone home. The King gave him a bible as a parting gift.

Earthquake shocks were experienced last month in the Midland counties at Home.

There is a great demand in Siam for paper and all kinds of paper goods.

Mr. John Baptist Reutiers is appointed British vice-consul at Yokohama.

Sir Thomas Lytton's cup, value 10 gns., given for an ocean race of 300 miles, has been won by the sloop *Little Rhody*, owned by Mr. Hares Tillinghast, of the Rhode Island Yacht Club, Providence, which covered the distance in 58 hours 48 minutes.

The disabled *Zenith* is the only warship in port.

There was another fatal case of plague yesterday.

Two Chinese coolies were arrested for deserting from a Johannesburg mine.

The French Mail of the 12th July was delivered in London on the 8th inst.

The H.A. steamer *Arabia*, released from Vladivostok, is now on her way to Shanghai.

C.C. St. Clair, the pugilist, is under arrest at Singapore on a charge of obtaining \$80 by fraud.

One of the crew of the French steamer *Tadain* was arrested while smuggling opium into Borneo.

Sir William Rattigan, M.P. for North-East Lancashire, was killed in a motor accident near Biggleswade.

Mr. H.J. Whigham, who has arrived in St. Petersburg from Mukden, says the Siberian railway is working splendidly.

An American syndicate, proposing to import tin from the Straits, has had to abandon the idea for the present.

The *Malta* assured its readers that twenty submarines (officially labelled "torpedo-boats") had been sent to Vladivostok.

Captain Elliot, S.V.L., won the Governor's Cup in the "Singapore Biscay" on the 1st instant. He won it the previous year.

The King is contributing £1,000 to the building fund of St. Bartholomew's Hospital. He laid the foundation stone of the new building.

One of the "boys" at Raffles Hotel, Singapore, stole \$2,000 worth of jewellery and cash from a guest's room. He was caught with the booty.

Russia is buying a good many oil motors, mostly from Germany. Germany supplies Russia with most of its electric appliances, also.

The marriage arranged between Mr. John Norman Monro, of the Sherwood Foresters, Carmarthenshire, and Miss Evelyn Percy, will take place early in October, at Brighton.

The King has been pleased to approve of the appointment of Hillgrove Clement Nicolle, Esq. (Local Auditor, Hongkong), to be Treasurer of the Island of Ceylon.

Depositors in the Post Office Savings Bank paid in £40,857,206 in 1903; but the complexion thus put upon conditions at Home is dissipated by the fact that £12,668,282 were withdrawn.

From Gyantse to Lhasa the road was 140 miles in length and wound round every spar and nullah, a monotonous mountain track over the highest ridge in the world, absolutely without verdure. Our men were four weeks on the road.

From the returns compiled by Lloyd's Register of Shipping it appears that, exclusive of warships, there were 392 vessels of 993,088 tons gross under construction in the United Kingdom at the close of the quarter ended June 30, 1904.

A Manila paper announces that Albay Province is wildly excited over the reported discovery by an American in a remote part of the Southern Camarines of a great diamond surpassing the famous Koh-i-noor in size and value.

Personal estate of the net value of £132,951 12s. 4d. has been left by Sir Henry Morton Stanley, the famous African explorer and journalist, who died on May 10th, aged 63 years, and the gross value of the whole of his estate is £145,865 10s. 8d.

Twenty soldiers were seriously wounded during manoeuvres at Beverloo, Belgium, on July 8th. The men dropped to the ground on a cannon being fired, and a hail of missiles swept by. It was found that the weapon had been loaded to the muzzle with stones. It is believed that the outrage was the work of peasants in the district. The manoeuvres were at once stopped.

The King's approval of the following appointments is notified in the *Times*:—Sir General Strickland, K.C.M.G. (Governor of the Leeward Islands), to be Governor of Tasmania, on the retirement of Sir Arthur Havelock, G.C.S.I., G.C.M.G., G.C.I.E. Sir James Alexander Swettenham, K.C.M.G. (Governor of British Guiana), to be Governor-in-Chief of Jamaica and its Dependencies, on the retirement of Sir Augustus Hemming, G.C.M.G.

Captain Mahan, the great naval authority, remarked recently in England that it had always seemed to him that The Hague tribunal was rather premature in its ideas. It was as the communities got larger and larger, and as sympathies widened between people who spoke the same tongue—as the various communities under the British and American flags did—that there would be an approximation to the ideal of which they had heard so much—the federation of the world.

The reports of the Japanese advance towards Liaoyang dwell upon the great work of road-making necessitated on the part of the engineers, a work which they seem to have executed with remarkable ability. This fact suggested to To-day a happy little rhyme, as follows:—

Each Army has distinctive modes,  
Both in defence and attacks;  
The Japs are great at making roads,  
The Russians great at "making tracks."

An inquiry into the circumstances of the death of Mr. Shuster (Mr. H. H. J. Gompertz presiding) will be held at 2.15 p.m. to-day.

It is reported that the Governor of Warsaw has applied to the Tsar for power to proclaim a state of siege throughout Russian Poland in order to prevent a revolutionary outbreak.

In future, there will not be permitted, at Aldershot, any military honours (band or funeral party) for soldier-suicides, even when the charitable verdict of "temporary insanity" has been given.

Mrs. Maybrick who was imprisoned for poisoning her husband, is now out on ticket of leave. Foolish sympathisers are dragging her into fresh publicity by getting up a petition for a free pardon.

Mr. Jameson, the wrecker, suggested to one of our reporters yesterday that this last typhoon might very probably lift the *Baron Gordon* off the reef upon which she was thrown by the previous typhoon. After that, we suppose her fate would depend upon the extent to which her hull has been damaged.

The idea is being mooted of holding a great international exhibition in London, a thing which has not been done since 1861. An appeal to some 70 leading business houses has elicited varied opinions, rather more than half being in favour of the scheme, while the President of the Board of Trade has also signified his conditional approval.

Here is a dialogue that took place recently between a small child and its mother:—"Why is that flag only half-way up the stick? Shouldn't it be either at the top or the bottom?"—"My dear, it is put so because someone is dead."—"Oh, then, I suppose they didn't know whether he has gone up or down!"

An important agreement has been arrived at between Great Britain and Russia. To prevent seal piracy in the Pribiloff Islands region within the Russian zone, Great Britain is to send warships, and in return, obtains the right to establish a coal depot at Petropavlovsk, in Eastern Siberia. The agreement has been made with the knowledge and consent of Japan.

On Monday at 11.35 a.m. the red drum and cone, indicating that the typhoon was to the S.E. (over 300 miles) of the Colony, were hoisted. At 4.45 p.m. same day, a red cone, indicating that the typhoon was to the south of the Colony, was hoisted. Yesterday morning the typhoon was south of the Colony moving towards the W.N.W., threatening the neighbourhood of Hollow Straits.

Lieut-General Prince Obolensky, hitherto attached to the Ministry of the Interior, has been appointed Governor-General of Finland. The discontent now prevalent in Russia is described as having become acute. "It is impossible," says the *L. & C. Express*, for any scientific or literary congress to meet without developing into a political demonstration. The result is that the prisons are being filled with people of intellectual note, while increasing numbers are being banished or deported to Siberia.

Hackenschmidt, the "Russian Lion," defeated Jenkins, the American champion, at the Albert Hall on July 2nd, for the world's Græco-Roman championship and a prize of £2,500. He gained the first fall in 20 min. 37 sec., and the second and the match in 14 min. 27 sec. The issue was never in doubt. It was only very rarely, and then quite momentarily, that Jenkins made any show of attack, and Hackenschmidt, who appeared to wrestle slower than usual, always seemed to have the measure of his man.

The Ven. Joshua Hughes-Games, vicar of Holy Trinity, Kingston-on-Hull, since 1894, who died on March 25th last, aged 72 years, left estate valued at £13,508 6s. 6d. gross, and at £12,217 17s. 8d. net, and bequeathed £50 to the Church Missionary Society, £20 to the Church Pastoral Aid Society, and £15 each to the British and Foreign Bible Society and the London Society for the Promotion of Christianity among the Jews. The Jews, who have the spirit of charity so splendidly developed, will hardly regard a £15 donation out of £12,000 as evidence of the superior merit of Christianity.

In the House of Commons Mr. Sinclair referred to proceedings taken against him at Marlborough-street Police-court for disregarding the rule of the road while driving a motor-car in Regent-street. He wished to discuss as a question of privilege the right of a member of Parliament to drive on the wrong side of the road, his contention being that members had this right under the Sessional Order as to access to the House.—The Speaker, amid loud laughter, said he thought the House would agree that it would have been better if Mr. Sinclair had not transgressed the rule of the road, and he declined to allow the incident to be brought forward as a question of privilege, observing that it appeared to be an ordinary police matter.

The number of paupers in London (excluding lunatics in county and borough asylums, registered hospitals, licensed houses, and vagrants), on the last day of the fourth week of June, and the preceding three years was as follows:—Indoor—1901, 62,183; 1902, 63,431; 1903, 66,554; 1904, 69,300. Outdoor—1901, 36,326; 1902, 37,811; 1903, 37,656; 1904, 38,690. Total—1901, 98,479; 1902, 101,242; 1903, 104,210; 1904, 107,990. The number of vagrants relieved on the night of Friday in the week was—in 1901, 737; 1902, 912; in 1903, 877; in 1904, 794. The number of patients in fever and smallpox hospitals was—in 1901, 3,913; in 1902, 4,294; in 1903, 2,447; in 1904, 2,376. The population of London, according to the Census of 1902, was 4,536,541.

## TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

## RAILWAY HOLOCAUST IN U.S.

LONDON, 9th August.

One hundred and twenty lives have been lost in a railway disaster at Pueblo, a city in the manufacturing centre of Colorado, U. S.

## GREAT FIRE AT TOULON.

LONDON, 9th August.

There has been a great fire at Toulon, the French military and naval port in the Mediterranean. It originated in the immense arsenal near the harbour.

## LORD CURZON RE-APPOINTED.

LONDON, 9th August.

The re-appointment of Lord Curzon as Indian Viceroy was announced to-day. He is to leave England to resume his duties on September 30th.

## U.S. SHOWS STRONG HAND IN TURKEY.

LONDON, 9th August.

The United States has apparently determined to take strong action against Turkey. The situation is here considered serious.

[REUTERS'S SERVICE.]

## OUR CAMPAIGN IN TIBET.

LONDON, 7th August.

The British Mission reached Lhasa on the 3rd inst. without further fighting.

## THE S.S. "MALACCA" SAILS.

LONDON, 7th August.

The *Malacca* has left Algiers for Port Said.

Mr. A. Davies (Carmarthen Boroughs) having asked the First Lord of the Treasury whether he would hold an inquiry by Royal Commission or otherwise into the grievances of the 22,000 ratepayers who had refused to pay rates under the Education Acts of 1902 and 1903; and, if not, would he say what course he intended adopting to remove the grievances of those who objected conscientiously to the provisions of these Acts, was told that the Rating Authorities would attend to the business of these "passive resistors."

News has been received of a fearful revenge taken by the governor of the prison of Kalisz, Poland, who was dismissed for barbarously treating the prisoners. He enlisted the services of 270 Cossacks, made them mad drunk with repeated libations of vodka, and then turned them loose in the prison. Maddened by the fiery spirit, the Cossacks ran amok among the political suspects, committing fearful atrocities. This barbarous orgy lasted for eight o'clock in the evening until sunrise. The exact number of killed is not ascertainable, but the next morning seventy victims, all horribly mutilated, were in hospital.—*Express* Berlin correspondent.

The directors of the German-Asiatic Bank, which has recently declared a dividend at the rate of 10 per cent. for 1903, as compared with 9 per cent. in the preceding year, informed the shareholders, says the *Financial*, that the results were more satisfactory than at any time since the establishment of the bank. Not only so, but the business in the current year is showing normal development notwithstanding the war, although the extent of the trade in goods in the north of China has diminished owing to the loss of Manchuria as a market which was mainly supplied from Shanghai. The shareholders have sanctioned an increase in the capital from 5,000,000 marks to 7,500,000 marks to cope with the extension of business by the various branches already established, and with the prospect of opening further branches in the future.

Mr. Balfour on July 6th said at a private dinner in the House that the Government had not the slightest intention of resigning. The only question which had seriously affected the result of recent elections was that of Chinese labour, and the mendacious statements made by their opponents on this matter had caused even the effects of the Education Act to be lost sight of or obscured. But the results of by-elections were not the most serious danger in the path of the Unionist Government. The most apparent danger at the present was want of loyalty on the part of some of the Unionist members. If the Government lost that support, if the party felt the public interests were suffering owing to their remaining in office, then there was not a single member of the Government who would retain office for an hour when that confidence had disappeared. In such a case he would look upon a dissolution of the present party as a national misfortune.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 11.35 a.m. The red drum and red S. cone was ordered to be hoisted and at 4.54 p.m. the red S. cone was ordered to be hoisted.

On the 9th at 11.40 a.m. The barometer has risen in N.E. Japan and fallen in S. China and the Philippines.

The typhoon is now South of Hongkong and moving towards the W.N.W. threatening the neighbourhood of the Hollow Straits.

Fresh E. winds will prevail in the Formosa Channel and strong E. to S.E. winds in the northern part of the China Sea.

Forecast:—Strong E. to S.E. winds, equally.



## THE WAR.

ENGLAND AND RUSSIA.  
OUR POSITION TO BE UPHOLD.

LONDON, 9th August.

Grave anxiety is still felt over our relations with Russia. Mr. Balfour, the Prime Minister, announced to-day that Great Britain maintains its position with regard to the seizures of English ships.

[REUTERS SERVICE.]

## THE "KNIGHT COMMANDER" INCIDENT.

LONDON, 7th August.

The Vladivostok Prize Court justifies the sinking of the *Knight Commander* on the grounds that the cargo and the vessel were lawful prizes, as railway material, destined for Chemulpo via Japan, was on board.

## WAR ITEMS.

## THE DARDANELLES.

A Berlin telegram to Shanghai mentioned that the Russian man-of-war *Tchernomorsk* had passed the Dardanelles. The *Tchernomorsk* is not a Volunteer cruiser entitled to pass at any time as a commercial steamer. It is a ship of similar class to the *Korsets*, and its passage (if it actually took place) is an impudent infringement of treaty.

## A CONTRABAND CARGO.

The Vladivostok Squadron made a genuine capture of a British steamer carrying contraband from Otaru, Hokkaido Island, to Fusan, Korea. The news was conveyed in the following grimly humorous private telegram—*"Vladivostok, July 5, Cheltenham s.s. arrived yesterday."* Unlike the case of the *Albatross*, I am afraid, says a *Times* correspondent, there can be no disputing the legitimacy of this capture. The *Cheltenham* was taking railway sleepers to Korea—material which has been declared to be contraband. This capture is the first heavy loss suffered by the marine insurance market here in respect of war risk insurance. The *Cheltenham*, of 3,741 tons, built in 1901, was insured against the risks of capture for £10,000, at a premium of 41 per cent. for six months from March last. A considerable sum was insured on freight, and the cargo captured was valued at about £5,000 to £6,000. Altogether the loss amounted to nearly £60,000.

## A LA FRANCO-RUSSIAN WAR.

M. Santos Dumont, in the course of a recent interview, said: "I was invited by Japan to join the forces in Korea as a member of the balloon corps, and offered a fabulous sum to take my airship to the front to drop high explosives on Port Arthur. I was sorely tempted, but many of my best friends are Russians, and while admiring the Japanese, I was compelled to decline the offer, because the ties of Caucasian kinship prevented my aiding the yellow man."

## JAPANESE GUNBOAT'S NARROW ESCAPE.

A Tokyo telegram to the *N.C. Daily News* on the 1st instant says that while the mine-clearing flotilla under Commander Hirose was engaged in disposing of the enemy's mines off Lung-wantung, Port Arthur, on the 26th inst., the clearing rep of foul of the screw of a gunboat, so that the gunboat was unable to move. She was fired at by the enemy's shore batteries and gunboats, and torpedoed by his destroyers, but she managed to retreat to Singapore after an hour's exertions. Commander Hirose and ten others were wounded.

## H.E. THE GOVERNOR AND THE CANTON-KOWLOON RAILWAY.

In its editorial columns, the *L. & C. Express* says:—Sir Matthew Nathan, the new Governor of Hongkong, took great interest in the question of the Canton-Kowloon railway previously to his departure. His Excellency holds a strong view on the subject of the desirability of its railway construction, and we may add, in this connection, that the Colonial Office also has taken much interest in the matter. We believe we are not much apart from the truth when we say that the Colonial Office would go as far as to either provide, or guarantee, the money for the portion of the line that will run through British territory. Such being the case we may hope that the difficulties which have hitherto stood in the way of the carrying out of the concession, and the present obstructions that are being resorted to will be removed, and the line—the importance of which has been frequently referred to in these columns—be speedily put in hand. Besides, further delay may prove dangerous to the future of the colony. The American-Belgian Syndicate, in the absence of any sign of the British railway, are credited with the intention of asking a further concession from China to enable it to connect the port of Swatow with its trunk railway. It is scarcely necessary to point out that a rival with such exclusive facilities of access of collection and distribution would have a serious effect upon the future commercial prosperity of Hongkong.

## THE CANTON STRIKE.

[FROM THE "CHUNG NGOI SAN PO."]

With regard to the strike of the boat people, the shipping and many other lines of business had suffered seriously. In fact many shops on land threatened to join in the strike, for their business could not be carried on without the boat people. Consequently the rice merchants raised their prices making rice dearer by two or three catties for every dollar in comparison with the price charged before the strike. The strike spread to Samsui and many other districts. Being aware of the serious consequences, the prefect and the two local magistrates proceeded on the 4th instant to the different charitable institutions to consult with the gentry and the leading merchants and a joint notice was at once issued by them to the effect that the farmer of the said tax, Ho Sai-ching, had failed to comply with the regulations framed by the authorities thereby unnecessarily disturbing the peace and "squeezing" the boat people; that the farmer should be at once dismissed and some other means devised to collect the tax; that with regard to reports of some people killed during the encounter between the farmer's agents and the boat people, investigation should be held to bring home the crime. Though such a notice was issued, still the boat people refused to resume work, saying that no notice was issued to permanently stop the collection of the tax and that several boat people had been killed by the collectors who have not yet been dealt with. On the 5th inst. seeing that the strike had not stopped, the Governor, the Turtar General, the Treasurer, the Judge and all the other local mandarins held a meeting at the Turtar Club. All the other officers proposed some other means to induce the boat people to return to their work and to await the instruction of the Viceroy whether the collection of the tax should be continued or not, but the Governor had himself decided to stop the collection of it and in consequence, he issued a notice ordering the boat people to return to work as usual under the promise of stopping the collection of the tax. I also gave order to the local magistrates to do their best to induce the boat people to resume work within three days. Since that notice was issued, most of the boat people have resumed work though many are still hesitating.

## THE DAMAGE TO THE "PRINZ HEINRICH."

From Ceylon papers to hand by the last mail we learn that the accident to the German Mail Steamer *Prinz Heinrich* occurred at 2.45 p.m. on July 23rd. While steaming at 15 knots she struck what is considered to be a new coral reef, between Matara and Dondra head, about an hour's steam eastward of Galle Point. As the steamer instantly slanted, the passengers were considerably alarmed, but the officers soon reassured them, and the steamer with all speed returned to Galle. An engineer sent to make an examination of the vessel telegraphed to Colombo "Steam open four feet. Also one butt." When divers were set to work a breach six feet square in No. 1 bunker was discovered. At the inquiry subsequently held, Captain Radmeyer stated that he could not account for the accident in any way, but suggested that boats should be sent out to ascertain what the vessel had struck. Other officers declared that there were no signs of a rock where the ship struck.

Temporary repairs were to be effected locally, and it was thought that the steamer might have to go to Bombay to be docked.

## S.S. "PERLA" SOLD TO JAPAN.

The China and Manila s.s. *Perla*, Capt. A. H. Nolley, has been sold to the Japanese for £10,000. The *Perla* was for years a popular ship on the Hongkong-Manila run, being latterly replaced by the more modern *Rubi* and *Zafiro*. She was a steamer of 1,930 tons; length 255.3 ft.; beam 35 ft.; and depth 24 ft. She was built by Messrs. W. Duxford and Sons, of Sunderland, in 1878; her name then being *Memmor*. For years she was one of the few deep-water craft hailing from Hongkong. She has two decks (one iron deck) and is registered by Lloyd's at 100 A.T. The China and Manila Co. bought her for about £13,500. The *Perla* arrived from Saigon with a cargo of rice and flour on the 13th ult., and left for Kobe, with 2,000 tons of rice and 10,000 cases of dynamite on the 22nd ult.

## RAIDING CANTON BANDITS.

Some days ago a large number of soldiers under the command of Li Taotai proceeded to Heung Shan district to effect the capture of a notorious robber named Lam Kwa-Sz under whom there are about one thousand followers. On the arrival of the soldiers, the robbers fired at them first. The encounter lasted several hours. About two dozen robbers were killed and one was captured alive. The captive said that the den of the robbers is in Sha-Yan of Hong Kong Shan district, which can be entered from all sides by land and by water. The Li Taotai has given orders to completely surround the place—*Chung Ngai San Po*.

## GOLF.

The following cards were returned at the monthly meeting held at Happy Valley, from the 6th to the 8th inst.

CAPTAIN'S CLUB.			
Mr. T. F. Cobbs	95	18	= 77
" T. C. Gray	90	12	= 78
" C. M. G. Burnie	82	2	= 80
Major Pritchard	101	18	= 83
29 entries.			
POOL.			
Mr. T. C. Gray	90	12	= 78
" C. M. G. Burnie	82	2	= 80
Major Pritchard	101	18	= 83
30 entries.			

## SUPREME COURT.

Tuesday, 9th August.

## IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND T. SKECOMBE SMITH (JUNIOR JUDGE).

CHAN UT SUI AND PUN KAN SHAN V. CHU LEE AND CHOW PING.

The Court heard further argument in this appeal against the decision of the Chief Justice. Mr. M. W. Stale (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, solicitors), appeared for the appellants; and Messrs. E. H. Sharp, K.C., and H. E. Pollock, K.C. (instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors), for the respondents.

Their Lordships reserved judgment.

## HONGKONG &amp; WHAMPOA DOCK COMPANY, LIMITED.

The report of the Board of Directors for presentation to the ordinary half-yearly meeting of shareholders, on Monday, the 22nd instant reads as follows:—

Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st June, 1904. The net profit for the six months, after paying interest due and all charges, amounts to \$539,446.98, to which has to be added the balance brought forward from last account \$125,340.63, making a total of \$664,787.67. From this have to be deducted—Directors' fees \$10,000.00, and auditors' fees \$750.00, total \$10,750.00, leaving available for appropriation \$654,037.67.

The directors recommend that a dividend for the half-year of 12 per cent. or \$800,000, and a bonus of 4 per cent. or \$100,000, in all \$900,000, be paid to the shareholders; that \$35,837.85 be written from the value of Kowloon Docks, \$1,880.09 from the Cosmopolitan Dock, \$5,078 from the Floating Plant, and the balance \$805,471.73 be carried to the new account. The Electric Power Plant has been successfully installed through the engine works. The lighting of No. 1 Dock is completed, and further extensions are in progress. The refit of H.M.S. *Glory* was duly completed by the arranged date to the satisfaction of the naval authorities. The dredger *Canton River* has been satisfactorily employed during the greater part of the period under review. There is a considerable falling off in tonnage for docking during the past three months.

C. P. CHATER, Chairman.

Hongkong, 8th August, 1904.

## The accounts are as follows:—

CAPITAL ACCOUNT.		\$	c.
30th June, 1904.	ASSETS.		
To value of Aberdeen Docks, as per last statement		100,000.00	
Kowloon.			
To value of Kowloon Docks, as per last statement		2,112,533.75	
Less amount since written off		42,509.35	
		2,070,024.40	
To amount paid in connection with extension of Hongkong Island lot No. 21, and purchase of Hongkong Island lots Nos. 15, 21, 23, and 24.		17,709.00	
To amount paid on account of new fitting and brass shoes		26,160.00	
To amount paid on account of removing hill at back of new cargo shed		2,300.00	
To amount paid on account of new electric installation		12,482.00	
To amount paid on account of moulding shop extension		3,125.00	
To amount paid on account of shipyard machine shed extension		17,824.00	
To amount paid on account of new galvanizing shed		1,829.00	
To amount paid on account of new power house		22,187.00	
To amount paid on account of two stone piles		820.00	
To cost of hydraulic pile driving machine and other machinery for shipyard and boiler shop		49,328.00	
To cost of electrical material, Green's economizer, pump, &c., for new power house		22,519.55	
To cost of new machine tools for new fitting shop		7,410.00	
To cost of new machine tools for new brass shop		9,551.10	
To cost of 6-inch centrifugal pumping engine, salvage-boat		1,566.00	
		1,285,937.85	
Cosmopolitan			
To value of Cosmopolitan Dock, as per last statement		295,000.00	
To amount paid for erecting new paint store		600.00	
To cost of new villa and fitting same in place		1,210.00	
		296,810.00	
To value of tug, dredgers, launches and lighters		470,739.00	
To sundry debtors		228,625.05	
To value of matter 101 hour		1,318,101.70	
		\$5,275,263.59	
30th June, 1904. LIABILITIES.		\$	c.
By shareholders for 50,000 shares of £50 each, fully paid up		2,500,000.00	
By admiralty loan		420,000.00	
Loss repayments		14,624.19	
		£3,934,624.19	
By marine insurance account		66,791.18	
By sundry creditors		27,509.00	
By balance of profit brought forward from last account		1,718,214.74	
By profit		623,346.98	
		339,446.98	
		964,787.67	
		\$5,275,263.59	

## REVENUE ACCOUNT.

31st June, 1904.		\$	c.
To interest		43,391.63	
To Crown rent		3,083.35	
To fire insurance, salaries, stationery and rest of head office		37,894.7	
To drawing office expenses and salaries		13,473.12	
To telegrams		2,103.85	
To legal expenses		529.30	
To marine insurance account		8,900.00	
To subscription to Russo-Japanese war fund		1,000.00	
To profit		5,264,446.98	
		\$5,344,111.12	

## 1st Jan. to 30th June, 1904.

By net earnings of the company's three establishments, and profit on sale of *Penne* £23,945.32  
By savings, net earnings, &c. 22.11  
By dredger, net earnings 29,523.27  
By bonus on insurance premia, &c. 301.23

\$5,344,111.12

## POLICE COURT.

Tuesday, 9th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## THEFT OF WATCHES.

Three Chinamen were charged with stealing watches from the premises of the Eastern Manufacturing Co., Queen's Road Central. Mr. O. D. Thomson appeared on behalf of the second defendant.

Mr. A. Rombach, manager of the Eastern Manufacturing Co. deposed that he left his office at about a quarter past five on the 20th ult. On returning at about seven o'clock, he found the cross bar broken off the door. The door itself was locked. On entering his office he further discovered that one of the show cases, containing sample watches; and a box containing watches, had been broken open. Altogether 134 watches were missing. Witness sent for the police, and went to Central Police Station. The third defendant was his house cooler, but he did not know the other two. The missing property was valued at \$450. He identified 18 watches shown to him by the police on the 24th and 25th ult.

Detective Munson told how he found the 18 watches produced at different pawnshops; and then the pawnbrokers gave evidence.

The third defendant was discharged, and Mr. Gompertz's decision regarding the other two was reserved.

## STOLEN PEARLS.

The two Russians charged with unlawful possession of six pearls, valued at \$1,400, again appeared before Mr. Gompertz.

Mr. P. W. Golding, solicitor, of Mr. John Hastings' office, presented, and Mr. Harding, solicitor, of Messrs. Ewens and Harston, defended.

The first defendant was sentenced to 12 months' imprisonment, and the case of the second man was remanded.

## ASSAULT.

Two young Chinese students from Honolulu, who spoke very fair English, were charged with creating a disturbance in the Koo Shing Theatre. They refused to leave reserved seats when ordered to do so and on a European policeman coming in to eject them the first defendant struck him on the chest.

The first defendant was fined \$10, and the second \$2.

## STEAM-LAUNCH PASSENGERS.

The master of the launch *Kong Soo* was charged with having 75 passengers in excess of the number allowed by his licence. Mr. E. J. Grist, solicitor, of Messrs. Wilkinson and Grist, appeared for the defence.

It was stated that on the night of the 7th inst. a police launch, showing no lights, observed the *Kong Soo* entering through the Capsicum Pass. The constable in charge stopped her and counted the passengers.

After initial witnesses, belonging to the crew of the *Kong Soo*, had given evidence for the defence, the case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## HARBOURING A WIFE.

A man and woman were charged with harbouring another man's wife. The woman was discharged, and the man fined \$100.

## CRUELTY TO PIGS.

P. Sergt. Lander charged a Chinaman with cruelty to pigs. He saw the defendant, at Kennedy Town on the 5th inst., with other coolies landing pigs from cargo boats. The man had a long bamboo pole, with which he struck the pigs on the back, and poked them. The defendant was convicted, and fined \$15 or one month's imprisonment.

## BLASTING.

A Government contractor named Li Ping, and Li Wei, his foreman, were charged with blasting stones without the requisite covering, and with blasting stones on Crown land. Their carelessness resulted in two men being killed.

The first defendant was fined \$100 (or two months' imprisonment) on the first charge, and \$20 on the second. The second defendant was fined \$100 on the first charge, and \$1 on the second.

## COMMITTED FOR TRIAL.

Two Naval Yard messengers were charged on remand with obtaining \$20 from the Bank by a false cheque.

Mr. J. Cronin, of the Naval Yard, gave evidence. The second defendant was discharged, and the first committed to take his trial at the next Criminal Sessions.

## THE SUMMER IN ENGLAND AND FRANCE.

London, says the *Daily Mail* of the 9th ult., is literally a heat manufactory with its asphalt streets and stone buildings. Yesterday, (July 8th) for the first time this season, the thermometer rose above 80deg., 81deg. being the official record in the open and about 85deg. in the streets. Even at half-past ten at night 72deg. were registered in the centre of London streets. Slight breezes modified the heat in the more open districts. The middle of July very frequently supplies the hottest days. This is shown in the following table of highest temperatures during the past five years:—

1900, July 16, 92deg.; July 19, 92deg.

1901, July 18, 88deg.; July 19, 90deg.

1902, July 14, 87deg.

1903, July 10, 85deg.; July 11, 85deg.

1904, July 8, 81deg.; July 9, 81deg.

The heat in London on July 9th trying as it was, was as nothing compared with the torrid experience of France. In the west of that country three figures was attained, the observer at Rochefort, returning a trifle over 100deg.

With the instrument shaded from the broiling sun, and with a light easterly air off the land, Paris was half a dozen degrees warmer than London.

## ENLARGEMENTS.

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,  
PHOTO GOODS DEALERS,  
17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Choe).

[53]

## NERNST

NERNST ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO  
EDM. JOHANNSEN OR SIEMSEN & CO.

[54]

## NEUCHWANG TRADE.

The Board of Trade Journal that came by the last mail has the following about Neuchwang trade in 1903.

The total value of foreign goods imported direct into Neuchwang from foreign countries was Hk. Tls. 5,850,995, or some Hk. Tls. 500,000 above the figures of the preceding year, and the bulk of it is contributed by Hongkong and Japan. The United States of America, Europe, and Russian Manchuria, though showing better results than in the preceding year, remain far behind the former two. Cotton piece-goods compare favourably with the figures of 1902.

The Japanese varieties displaying remarkable progress. Against 600 pieces of plain grey shirtings imported from Japan in the preceding year, 5,260 pieces appear in the present returns. Against 11,100 pieces of Japanese sheetings in 1902, 70,800 pieces appear for last year; and against 720 pieces of Japanese drills in 1902, 13,050 pieces. Japanese T-cloths however declined to less than half of the previous year's supply, and of this more than half was re-exported. More than double the quantity of Japanese cotton blankets was imported, but handkerchiefs and towels show a decline. The quantity of cotton yarn, both Indian and Japanese, exceed that of 1902. More timber in planks was imported to supply the demands on railways, which also required more of other materials. Bar and toilet soap and toilet requisites declined to less than one-third of the 1902 quantities; but looking-glasses, mirrors, and clocks continued to increase.

Exports of native produce to foreign countries and Hongkong during the year represented a value of Hk. Tls. 10,178,963, or nearly Hk. Tls. 1,500,000 more than during 1902. The share of Japan is more than 92 per cent. of the total, consisting practically of beans, bean-cake, and grain. Bean-cake declined from 3,805,838 to 3,240,393 piculs; but beans of all kinds rose from 1,332,342 to 1,406,614 piculs, and this included almost nothing of the splendid crop of 1903. Bean oil dropped heavily from 31,583 piculs in the previous year to 5,381 piculs. Less liquorice and medicines left the port, and a heavy decline is shown under sesamum seed. The great demand, however, that existed in Japan for Manchurian grain more than upheld the value of this branch of trade to the height it reached in 1902, as wheat alone left for that country in such unprecedented quantity as 549,760 piculs, against 761 piculs in the preceding year.

The Commissioner of Customs at Neuchwang in his report points out, however, that it must not be lost sight of that the trade of Neuchwang no longer represents a trustworthy picture of the commercial and industrial activity of the three Manchurian provinces, as it is stated, the country's produce finds an outlet by the Sungari, and the railway through Vladivostok, and by railway via Dalny and Port Arthur.

AN INTERESTING BY-ELECTION.

The election at Chorley has turned upon one issue only—that of Chinese labour. Of all the issues on which the Liberals might have fought the election they have deliberately chosen this one alone, and have made the walking ring with the ignoble cry of "Chin, Chin, Chinman," which has not even an intelligible meaning. Fiscal reform, Army reform, the Licensing Bill, the conduct of foreign affairs, all have talked of nothing but "China slavery." In order that this question should be suitably dealt with, comments the *London & China Express*, the Radical's have imported into the constituency an ingenious writer of sensational fiction. To him presumably we owe the alarming story that Chinese labourers—suffering from beri-beri, of course—are to be brought to England to gather in the crops this year, and the not less astonishing tale that a huge building on the Ripley Road, which was covered with Unionist posters, was packed with Chinamen, waiting to come forth as Lord Bingham is returned. There have also been unpleasant parodies of famous hymns which have disgusted all decent and moderate men. Mr. Balfour sent a telegram to Lord Bingham strongly condemning the representations of his political opponents on the subject of Chinese labour, and pointing out that these opponents are the very persons who by their tactics throw every possible obstacle in the way of passing a measure this Session which will exclude undesirable aliens from the shores of Great Britain.

## SHIPPING NOTES.

WEATHER AT SEA.  
Arrivals yesterday reported: North, heavy squalls from the N.W. and long rolling swell from the S.E.; East, variable winds and fine.

## MISCELLANEOUS.

The *Hin Sang* arrived from Saigon yesterday, with 3,000 tons of rice.

The *Yajabure* brought 1800 tons of rice, 150 tons timber, and 200 tons general from Bangkok to Hongkong, for Messrs Butterfield & Swire.

The *Laise* arrived from Barry yesterday with 4,663 tons of coal.

## MACNIVEN &amp; CAMERON'S "J" PENS.

are by special device in manufacture the smoothest and most quill-like J nibs to be obtained anywhere.



NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the Editor's Office, before 11 a.m., on the day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. O. Box 33, Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

BY Import Firm, experienced, energetic, COMRADE, Security might be arranged with present security man. Only those who know the business may apply to—

M. W.

Care of Daily Press Office.  
Hongkong, 10th August, 1904. [1948]

## TO LET FURNISHED.

NO. 6, CAMERON VILLAS, The Peak, to 30th September.  
Apply to—

X. Y. Z.

Care of Daily Press Office.  
Hongkong, 10th August, 1904. [1949]

## FOR SALE.

(Owner going home.)

BAY AUSTRALIAN MARE, 8 years, 14.1. BLACK AUSTRALIAN GELDING, 9 years, 14.0. For further particulars, apply to MAJOR HAMILTON, Head Quarters.

Hongkong, 10th August, 1904. [1950]

CHINA SUGAR REFINING CO., LD.

## NOTICE.

IN Accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 31st June, 1904 on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 29th AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to the 29th inst., both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 9th August, 1904. [1951]

## PUBLIC AUCTION.

THE Undersigned have received instructions from J. B. SCOTT, Esq., to Sell by Public Auction,

## on SATURDAY,

the 13th August, 1904, at 2.30 p.m., within his residence, No. 4, CHERRY VILLAS, Kowloon, SUNDRY HOUSEHOLD FURNITURE,

Comprising—

DOUBLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBE with GLASS, TEAKWOOD EXTENSION DINING TABLE, VIENNA CHAIRS, PICTURES, &c., &c., ONE COTTAGE PIANO by Collard & Collard, London (in good order and condition);

And A Quantity of PALMS in POTS. Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th August, 1904. [1952]

## TAI WOO,

PHOTOGRAPHER AND PORTRAIT PAINTER

DEVELOPING and PRINTING Undertaken. Views for Sale.

36, Queen's Road Central, 2nd Floor.

Hongkong, 8th August, 1904. [1953]

## ANY ENGINEERING CO., LD. AMOY

## CALL FLAG.

REPAIR WORK to Steamers and Launches. Coatings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. [1954]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS IN SECONDS.

THEMSEN & CO.

Hongkong, 3rd October, 1904.

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.

37, DES VŒUX ROAD CENTRAL, HONGKONG From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [1955]

RUINART PERE & FILS, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTE, WEGENER & CO., Sole Agents.

Hongkong, 13th May, 1903. [1956]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Connaught Road, Hongkong, 13th June, 1903. [1957]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

WM. FARLAK, Manager.

Hongkong, 13th November, 1901. [1958]

## INTIMATIONS

WE beg respectfully to notify our Customers that we have been appointed AGENTS for HOPES from the well-known manufacturers, Messrs. R. HOOD HAGGIE & SON, LD., of Newcastle-on-Tyne.

ARCULLI, CRUZ & CO. [1922]

Hongkong, 30th July, 1904.

## WANTED.

A S FOREMAN (Chinese), to look after Building Work Generally; must be able to speak and write English, and accustomed to Outdoor Building Work. Apply to Office in Charge of Works, H. M. Naval Yard, Hongkong.

Hongkong, 9th August, 1904. [1944]

## WANTED.

DOCTOR Wanted immediately for Emigration Steamer. Must be a British subject. Apply—

T. C. E. D., Care of Daily Press Office.

Hongkong, 8th August, 1904. [1927]

## ACCOUNTS.

A N EXPERT BOOKKEEPER, having spare time, would be pleased to take charge of a set of Books.

Considerable experience in formulating systems of subsidiary accounting. Able to demonstrate the position of a firm in the most concise manner.

Entangled accounts straightened out. Accounts Supervised. Moderate Remuneration.

Apply to—"ACCOUNTS," Care of Daily Press Office.

Hongkong, 16th July, 1901. [1732]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversations with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R., Care of Office of this Paper.

Hongkong, 16th May, 1903. [1267]

## FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and condition. Length 36 feet. Breadth 7 feet. Depth 3 feet 6 inches. Engines, Compound Outboard Condensing. Price \$3,250.

Apply to—

X., Care of Daily Press Office.

Hongkong, 31st May, 1904. [1374]

## SANITARY BOARD OFFICE.

Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such building within the Eastern Division of the City of Victoria and the Eastern Division of Kowloon occupied by members of more than one family must be Cleaned and Linewashed THROUGHOUT by the Owner during the months of July and August.

N.B.—The word "throughout" used in this notice means that the Houses should be Linewashed in respect of all the walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Lings, all Ceilings and the undersides of Roofs both in main buildings, Offices and Servants Quarters and inclusive of Verandahs.

The Backyard should have its containing walls linewashed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be linewashed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is situated into the Eastern and Western divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kowloon.

THOS. A. HANMER, Secretary.

Dated this 2nd day of August, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer "YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO on every SUNDAY, leaving the Company's Wharf at the end of Wing Lok Street, at 8.30 a.m., and returning from Macao at 7.30 p.m. In Macao the steamer berths at the Perseverance Wharf.

FARE—

1st Class, Single Ticket... \$2 with Cabin \$3.00

Return Ticket... \$3 with Cabin \$5.00

7th and Dinner may be had on board at \$1 each meal.

YUK ON & CO., LD.

Hongkong, 3rd August, 1904. [1897]

## SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

## AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

on WEDNESDAY,

the 24th August, 1904, at 3 p.m., at their SALES ROOMS, No. 8, DES VŒUX ROAD (Corner of Ico House Street),

The British Screw Steamer "HOICING."

Built in London in 1879, Length over all 175 feet. Breadth 26 1/2 feet. Depth 14 feet. Gross Tonnage 500. H. P. nominal 200. Cylinder 28 in. by 48 in. Stroke 22 in. Revolution of Engines per minute 30. Working Pressure 60 lbs. 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS—As usual.

For Further Particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1904. [1916]

## TO LET

## TO LET.

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—

B. J. DAVID & CO. [1618]

Hongkong, 2nd July, 1904.

## TO LET.

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

## TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton. For particulars, apply to—

P. O. BOX 22, Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

## TO LET.

Immediate Possession—for 18 months. "LEIGHTON," the PEAK.

Apply to—

JEBSEN & CO. [1107]

Hongkong, 27th April, 1904.

## TO LET.

5 NEW HOUSES in Bontan Road (on Lot 591). Apply—

LEUNG TUNG PING, Care of Kin Lee & Co., 4, Queen's Road East.

Hongkong, 19th July, 1904. [1756]

## TO LET.

NO. 6, UPPER MOSQUE TERRACE, European residence, commanding fine view of the Harbour; Water and Gas laid on Possession from 1st August, 1904.

Apply to—

G. J. SEQUEIRA, Care of A. R. Marty.

Hongkong, 25th July, 1904. [1808]

## TO LET.

THE EYRIE (PEAK). BELILLOS TERRACE, Nos. 10, 13 & 21. No. 3 SEYMOUR TERRACE (Furnished). "BANGOUR" (PEAK) from 1st August. No. 2, COLLEGE GARDENS, from early in November, 1904.

Apply to—

LINSTEAD & DAVIS. [1429]

Hongkong, 5th August, 1904.

## TO LET.

NO. 11, MOSQUE JUNCTION. Full View of Harbour. No. 52, HOLLYWOOD ROAD. And others to suit various requirements.

S. A. SETH, Land and Estate Broker.

The Dairy Farm Co., Ltd. [73]

Hongkong, 19th July, 1904.

## TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD. [1611]

Hongkong, 21st June, 1904.

## TO LET.

NO. 1, RIVINGTON TERRACE (in FLATS). No. 4, RIVINGTON TERRACE. No. 19, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE).

GODOWNS; PEARY EAST.

No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [75]

Hongkong, 29th June, 1904.

## TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

## TO LET.

NO. 8, ICE HOUSE STREET, just vacated by the proprietors of "Warrior Hotel." The premises are now being thoroughly repaired, painted, and colourwashed, and are admirably suited for a First-Class Hotel. There are 17 large and well ventilated Rooms, several of which could be sub-divided.

For further particulars, apply to—

LINSTEAD & DAVIS. [1841]

Hongkong, 28th July, 1904.

## TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD. Nos. 6 & 8, CASTLE ROAD. No. 74, CAINE ROAD.

Apply to—

COMRADEORE DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. [430]

## TO LET.

1ST and 2ND FLOORS, No. 33, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

THE YEE WO, No. 36, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

## TO LET.

NO. 1, STEWART TERRACE, The Peak.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th March, 1904. [865]

## TO LET

## TO LET AT MACAO.

HOUSE No. 15, PRAYA GRANDE, Well Ventilated, Large and Airy Rooms and Nice Verandah.

For particulars, apply to—

OMER CASSAM MOOSA, 49, Rua Central, Macao.

Macao, 5th August, 1904. [1913]

## TO LET.

NO. 8, UPPER WEST TERRACE. Immediate possession.

Apply to—

L. K. F., National Bank of China Ltd.

Hongkong, 3rd August, 1904. [1901]

## TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—

THE SECRETARY, The Bowling Club Ltd.

Hongkong, 14th July, 1904. [1710]

## TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—

SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

## TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd November, 1903. [74]

## TO LET.

A EUROPEAN HOUSE, No. 158, PRAYA East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 8th August, 1904. [1717]

## TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th July, 1904. [1846]



## INTIMATIONS

## IMPORTANT NOTICE.

## FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER

WE HAVE SECURED THE

## CO-OPERATION

OF THE MAKERS OF THE

## "APOLLO

## MASTER

## PLAYERS"

IN LOWERING THEIR PRICES.

AND WE NOW OFFER THEM

FROM \$365 TO \$850.

## NEW

## CONSIGNMENT

## JUST ARRIVED

Per S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH

OR CREDIT TERMS.

These Players have been tested in Hongkong

or 5 years (at the Peak included) without a

Single Failure, which can be said of no other

Player.

## THE

ROBINSON PIANO CO. LD.

Hongkong, 3rd, August, 1904. [1409]

## THE

## JOB PRINTING

## DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REPLET WITH ALL THE LATEST

AND MOST UP-TO-DATE APPLI-

ANCES FOR THE PRODUCTION OF

FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED

CATALOGUES,

CIRCULARS,

VISITING CARDS.

AND

COMMERCIAL

## PRINTING

TURNED OUT ACCURATELY, AND

WITH THE GREATEST DESPATCH.

UNDER THE DIRECT SUPERVISION

OF EXPERIENCED EUROPEANS.

## BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES

AT THE SHORTEST NOTICE.

## LAW WORK,

LEDGERS AND ACCOUNT

## BOOKS

AT PRICES WHICH COMPARE

FAVOURABLY WITH ANY OTHER

PRINTING ESTABLISHMENT IN THE

FAR EAST. ESTIMATES FURNISHED

Hongkong, 1904.

DAVID CORSAK &amp; SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

3486]

Sole Agents.

## PUBLIC COMPANIES

## THE PUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the COMPANY, No. 13, Beaconsfield Arcade, on MONDAY, 15th AUGUST, 1904, at 4 P.M., when the subject of the Resolution, which was passed at an Extraordinary General Meeting of the Company held on Thursday, 28th July, 1904, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily and that WILLIAM KERFOOT HUGHES and ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, be, and they are hereby appointed, Liquidators for the purpose of such winding up."

By Order,

A. R. LOWE,

Acting Secretary.

Hongkong, 6th August, 1904. [1893]

THE HONGKONG, CANTON &amp; MACAO

STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 13, Bank Buildings, Queen's Road Central, on THURSDAY, the 16th AUGUST, at 12 o'clock NOON, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th AUGUST, both days inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 26th July, 1904. [1820]

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of AUGUST next, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 30th July, 1904. [1859]

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of AUGUST next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 30th July, 1904. [1858]

HONGKONG &amp; WHAMPOA DOCK

COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, Connaught Road, on MONDAY, the 22nd AUGUST, at 12 o'clock NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd AUGUST, both days inclusive.

By Order of the Board of Directors,

THOS. J. ROSE,

Secretary.

Hongkong, 30th July, 1904. [1850]

A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexander Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS &amp; SON,

General Managers. [1546]

Hongkong, 22nd June, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NIPPON PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

A. S. MIHARA,

Manager. [1239]

Hongkong, 20th May, 1904.

## CHINESE OPINION ON CHINESE LABOUR.

The Singapore Free Press of the 2nd inst. reports a lecture by a Chinese gentleman, Mr. Tan Tek Soon given to the members of the Chinese Christian Association. The speaker addressed the house for nearly an hour and was listened to with attention and interest. After giving a lengthy introduction to his subject, showing how the necessity for the introduction of this labour had arisen from purely economical grounds, Mr. Tan Tek Soon referred to the disputes raised over the question by political parties in England, and how the Straits especially had been quoted as a model where Chinese emigration had been successful in utilizing the natural resources of the country, and in contributing to its large revenue and trade. The lecturer then went on to elucidate the indentured system as practised in these Settlements. First he asked "What is the usual implication of the word 'coolie' when used by Europeans?" He believed it was something contemptible, something low down in the scale of their estimation. This being so the lecturer proceeded to point out the usual treatment accorded to the labourers on landing at the quarantine station, and at the depot. He acknowledged that in well-managed mines and estates under British jurisdiction, the coolies had been on the whole fairly well treated, but what about those who had been shipped to the sawyards in the adjacent islets of Singapore? He referred to the "truck" system, to the temptation placed in the coolies' way to lavish expenditure in luxuries and vice, and to the habit of permitting only remittances to be sent to China in order to induce others to come. In this way, the lecturer said, the indentured system had been much abused in the past, every opportunity being used to detain the coolies at work as long as possible without any remedy from the local Government. Mr. Tan Tek Soon then showed what a large percentage of failures there were in comparison to those who had completed their contract, and contended that from the humanitarian point of view the indentured system should be condemned. He blamed the Chinese Government for their pusillanimity in agreeing to the Convention, and considered they had been bribed by the British Government in the stipulation as to inspection fees as a return for giving their consent. The lecturer pointed out that this stipulation had reference to Chinese Labour in British Colonies and Protectorates without exception, and feared it would be subsequently enforced even in the case of coolies for this Colony. As to the Transvaal he referred to the wide scope left open for dispute in the interpretation and definition in regard to such points as confinement in compounds, prohibition to trade, supply of fresh air, and questioned whether in view of the Chinese coolies' aptitude for evasion, all these could be effectively carried out by the administration among the large number of immigrants contemplated. He asked what was there to prevent them disguising as Kaffirs and escaping? Finally Mr. Tan Tek Soon observed that if Chinese emigration to South Africa was to produce and ensure beneficial results, free labour should be encouraged and adopted, instead of the indentured system.

## HONGKONG'S FUTURE.

THE KOWLOON-CANTON RAILWAY.

For something over fifty years the British colony of Hongkong has held the undisputed position as sole ocean seaport to the provinces of Southern China, which includes Canton, with all the hinterland tapped by that great city. With this arrangement, Britons the world over are consequently familiarised, and the entirely home-reared variety comfortably makes it to be unalterable as the laws of the Medes and Persians. But there is a certain American-Belgian syndicate which is of a different opinion, and acts accordingly. This syndicate some five years ago obtained a concession to build a railway from Canton to Hankow, and, not to be outdone, a British corporation likewise asked and received a concession to construct a line from Kowloon to Canton. The route selected ran via Tsing-tsu-tai and Samshau, the preliminary survey was duly made and there followed—futile inaction; so that to-day not one rod of the proposed railway has been turned. Meantime the Hankow line nears completion, and the syndicate's next move is an open secret. Unless the Kowloon railway is in process of building, a small further concession will be asked from China to enable the American-Belgian Company to connect the port of Swatow with its trunk railway by means of a branch line from some suitable junction between the two main termini. The effect of this arrangement would be to establish an ocean port in South China in direct rail communication with Canton on the one hand, and Hankow on the other; and through these towns with the whole great inland districts beyond, of which they are respectively the centre. A rival with such exclusive facilities of access, of collection and distribution, would spell something akin to commercial ruin for Hongkong. If the Kowloon-Canton railway be in course of construction, it is probable that the American-Belgian syndicate would not think it worth while to apply for the further concession, and quite likely that in any case it would not be granted. Moreover, the trade that normally passes between Canton and Hongkong would not be diverted to another route if equal facilities offered on the familiar line. There is, therefore, practically no doubt that the fulfilment of its obligations by the British company would save the situation. But unless this body is galvanised into prompt action it will be too late. One excuse for the delay that has occurred is said to be disappointment that no grant of Government money has been forthcoming to meet the admittedly heavy initial expenses; if so, it surely belies the home and the local authorities to see what can be done in the way of advancing public money to safeguard what, after all, is a national, not a private asset. In that case another aspect of the question opens. Recent surveys go to prove that an

alternative route to that originally acquired by the concessionaires offers fewer engineering difficulties, and appears to have been contemplated by the Mackay Treaty Commissioners when they included in the list of towns to be opened to Europeans the little known city of Wai-chow. This Fu city, governed by a mandarin of high standing, and closely connected with the garrison town of Kwai-shin, is a place of great importance in native eyes. Situated on the junction of the Tamsui and East Rivers, it forms the natural distributing centre for the inland trade of Eastern Kwang-tung and Southern Kiang-si. It is distant from the new territory only 50 miles, across an undulating plateau offering no difficulty to railway construction, its present connection with Hongkong is via Canton and Sheldong, a route about three times as long, and involving two changes of river craft; so that trade intercourse is naturally of the smallest. A bridge which would have to be built across the East River forms the only obstacle to this route, which taps a wider area than that via Sam-chun. But the choice of route is really a subsidiary matter. The crucial issue is this: Are we to let go our commercial position in South China and lose for Hongkong its premier position in the Far East through sheer inaction?—*Pail Mall Gazette.*

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THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNOLDS & CO.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1904. [1898]

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**COAL DEPARTMENT**

MARUNOUCHI, TOKYO.

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The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.

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New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity. Hongkong, 26th April, 1904. [112]

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Extreme Length... 523 feet.

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Hongkong, 6th April, 1904. [927-2]

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Hongkong, 17th October, 1899. [1471]

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Hongkong 28th November, 1902.

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. EUTTON'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1903.

## NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

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SOKORO, British 4-m. barque, Wm. Bourke—Standard & Co.



SHIPPING.

**ARRIVALS.**  
CHANG CHAW, British str., 1,213, J. Harrison, 8th August, Singapore 2nd August, General—China.  
CHOYANG, British str., 1,421, H. J. Roop, 9th August, Canton 8th August, General—Jardine, Matheson & Co.  
HAIKUN, British str., 636, Passmore, 8th August, Swatow 7th August, General—Douglas Lapraik & Co.  
HINANG, British str., 1,535, D. E. Saver, 9th August, Saigon 8th August, Rice—Jardine, Matheson & Co.  
KWAHONG, Chinese str., 1,740, Lincoln, 9th August, Canton 8th August, General—China.  
LUISE, German str., 2,213, C. Holbeck, 9th August, Barry 31st May, Coal—Order.  
PHOENIX, German str., 687, F. Bremer, 9th August, Hailow 8th August, General—Siemens & Co.  
RAHABUR, German str., 1,189, Reimers, 8th August, Bangkok 2nd August, Oakwood and Rice—Butterfield & Swire.  
STETTIN, British str., 1,336, J. E. Farrell, 8th August, Singapore 2nd August, Kerene Oil—Geo. McRae.  
WATKINS, British str., 1,170, M. Courtney, 9th August, Wuhu and Chinkiang 4th August, General—Jardine, Matheson & Co.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
9th August.  
Hany, Norwegian str., for Bangkok.  
Cai, Dutch str., for Heihai.  
Glauco, British str., for Shanghai.  
Luis, German str., for Sasebo.  
Machado, British str., for Vancouver.  
Hera, Norwegian str., for Bangkok.  
Taming, British str., for Manila.  
Tjima, Dutch str., for Shanghai.  
Triton, German str., for Swatow.  
Washing, British str., for Canton.

**DEPARTURES.**  
9th August.  
CHANGCHOW, British str., for Canton.  
CHUNANG, British str., for Saigon.  
HANGSANG, British str., for Canton.  
JACOB FRIEDRICHSEN, Ger. str., for Pakhoi.  
LAISAN, British str., for Calcutta.  
SIAM, British str., for Singapore.  
WAIKORA, British str., for Amoy.

**VESSELS IN DOCK.**  
9th August.  
ASPERDEN DOCKS—  
KOW DOCK DOCKS—U. S. S. Pathfinder, Shanghai, H.M.S. Levenham, Glasgow, Emma Lynton, Lathian, H.M.S. Robin, Wanchow.  
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Hongkong, 6th August, 1904.

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A Stewardess and a duly qualified Surgeon are carried.  
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Hongkong, 6th August, 1904.

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DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	13th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	MOYNE	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	16th inst.
LONDON, AMSTERDAM & ANTWERP	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 19th inst.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	30th inst.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	30th Sept.
MARSEILLES, &c. via Ports of Call.	BENIARIG	Brit. str.	Wallace	GIBB, LIVINGSTON & CO.	To-morrow.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. VALDEMAR	Den. str.	Kock	MESSEGERIES MARITIMES	23rd inst., at 1 p.m.
BREMEN, via Ports of Call.	PREUSSEN	Ger. str.	E. Prehn	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	NUBIA	Ger. str.	Hahl	MELCHERS & CO.	17th inst., 9 a.m.
HAVRE, BREMEN & HAMBURG	BADENIA	Ger. str.	Roerden	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Mittlaff	HAMBURG-AMERIKA LINIE	15th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	27th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	10th Sept.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th Sept.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	4th Oct.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Brit. str.	Monterigo	BUTTERFIELD & SWIRE	18th Oct.
GENOA, MARSEILLES & LIVERPOOL	PARMEDON	Brit. str.	Monterigo	BUTTERFIELD & SWIRE	31st inst., p.m.
NEW YORK, via SUEZ CANAL	COMENUS	Brit. str.	Monterigo	BUTTERFIELD & SWIRE	20th inst.
NEW YORK, via SUEZ CANAL	EPSON	Brit. str.	J. White	DODWELL & CO., LD.	About 12th inst.
NEW YORK, via SUEZ CANAL	HUDSON	Brit. str.	J. White	STANDARD OIL CO.	3rd Sept.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	E. of India	CANADIAN PACIFIC R. CO.	About 10th Sept.
VICTORIA (B.C.) & SEATTLE VIA JAPAN, &c.	MACHANUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	24th inst.
PORTLAND, OREGON	ARABIA	Brit. str.	Bahle	PORTLAND & ASIATIC CO.	To-morrow.
AUSTRALIAN PORTS	THANAN	Brit. str.	Bahle	PORTLAND & ASIATIC CO.	31st inst.
AMERICAN PORTS	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	25th inst.
AMERICAN PORTS	PERIN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	To-day.
AMERICAN PORTS	HANGSANG	Brit. str.	Freanstr	JARDINE, MATHESON & CO.	17th inst., at Noon.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	MESSEGERIES MARITIMES	About 12th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	P. & O. S. N. Co.	About 10th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	About 11th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	12th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	13th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	About 23rd inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	To-morrow.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	17th inst., 10 a.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	14th inst., 10 a.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	21st inst., 10 a.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	To-morrow, 10 a.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	To-morrow, Noon.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	16th inst., 2 p.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	25th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	12th inst., 4 p.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	13th inst., 10 a.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	About 12th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	17th inst., at Noon.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	20th inst., 10 a.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	16th inst.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	21st inst., 2 p.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	13th inst., 3 p.m.
AMERICAN PORTS	SHANGHAI	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	To-morrow, Noon.

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1904.  
"BEDOUIN" ... 12th Aug.  
"LOWTHER CASTLE" ... 20th Aug.  
"ATHOLL" ... 15th Sept.  
For Freight and further information, apply to  
DODWELL & CO., LD., Agents.  
Hongkong, 9th August, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship  
"CATHERINE APCAR"  
Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 13th inst., at 3 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LD., Agents.  
Hongkong, 8th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"EPSON"  
Captain J. White, will be despatched for the above port on SATURDAY, the 3rd September.  
For Freight, apply to  
SHEWAN, TOMES & CO., General Agents.  
Hongkong, 5th August, 1904.

NATAL LINE OF STEAMERS.  
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL GERMAN MAIL STEAMSHIP CO.'S fortnightly service to Cape Town. Sailings from CALCUTTA for Cape Town every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1904.

HONGKONG-CANTON LINE.  
THE British steamship  
"YING KING"  
Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.  
1st Class ... \$240 for Single journey  
2nd ... 150  
Meal ... 100 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hong Kong, 1st Feb. 1904.

STEAM TO CANTON.  
REDUCED FARES.  
THE Commodious Steel Twin Screw Steamer  
"TAI ON"  
Captain J. Lawrence, leaves the Tung Yik Wharf, Tsim Sha Tsui, on MONDAYS, WEDNESDAYS and FRIDAYS at 6.00 p.m., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 p.m.  
FARES—  
Saloon ... \$2.00  
Chinese Saloon ... \$1.00  
2nd Class ... 0.60  
Steerage ... 0.20  
This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.  
YIK ON S.S. CO.,  
309, Des Voeux Road Central.  
Hongkong, 9th July, 1904.

**NORTHERN PACIFIC LINE.**  
BOSTON & CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

STEAMER. TONS. CAPTAIN. SAILING DATE.  
SHAWMUT ... 9,606 Tons. W. M. Smith. Wednesday, August 31st  
TREMONT ... 9,606 Tons. T. W. Garlick. Saturday, October 31st

FOR MANILA.  
The largest, stadiest, and most comfortable steamers for Manila.  
S.S. SHAWMUT ... 9,606 tons. W. M. Smith. About 12th August.  
S.S. TREMONT ... 9,606 tons. T. W. Garlick. About 10th September.

CHEAP FARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 13th July, 1904.

**CANADIAN PACIFIC RAILWAY CO.'S**  
ROYAL MAIL STEAMSHIP LINE.  
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "TARTAR" ... 4,425 Tons. ... WEDNESDAY, 10th Aug.  
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 24th Aug.  
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 21st Sept.  
R.M.S. "ATHENIAN" ... 3,882 Tons. ... WEDNESDAY, 12th Oct.  
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons. ... WEDNESDAY, 19th Oct.  
Hongkong to London, 1st Class ... via St. Lawrence £60 via New York £62.  
Intermediate on Steamers ... £10. ... £12.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days and make connection with the PACIFIC OCEANIC TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent.  
HONGKONG.

**PORTLAND & ASIATIC STEAMSHIP CO.**  
PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.  
"ARABIA" ... 4,425 Tons. Bahle. August 25th, 1904.  
"ARAGONIA" ... 5,198 Tons. Schall. September 14th, 1904.  
"NIMONIA" ... 4,370 Tons. Wagner. October 10th, 1904.  
"NICOMEDIA" ... 4,370 Tons. Wagner. October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 20th July, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW	"TRITON"	THURSDAY, 11th
AND AMOY	H. KRAFT	Aug. at 10 a.m.
TAMSUI, via SWATOW	"FRITHJOF"	SUNDAY, 14th Aug.
AND AMOY	H. A. HARALDSEN	at 10 a.m.
FOOCHOW, via SWATOW	"TRIUMPH"	WEDNESDAY, 17th
AND AMOY	A. HANSEN	Aug. at 10 a.m.
TAMSUI, via SWATOW	"M. STRUVE"	SUNDAY, 21st Aug.
AND AMOY	T. BRANDT	at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.  
Hongkong, 10th August, 1904.

T. ARIMA, Manager

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDSS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAPIRO	2540	R. Rodger	Manila direct.	Sat., 13th Aug., 10 a.m.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 20th Aug., 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage apply to  
SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 8th August, 1904.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ COROMANDEL ... G. M. Montford, R.N.R. }	About 11th August	Freight and Passage.
KOBE	{ PERIN ... W. W. Cooke, R.N.R. }	About 12th August	Freight only.
LONDON, &c.	{ SIMLA ... F. R. Summers }	Noon, 13th August	See Special Advertisement.

LONDON AND ANTWERP, via  
SINGAPORE, PENANG, COLOMBO, and PORT SAID.  
{ BORNEO ...  
G. W. Gordon, R.N.R. } About 19th August | Freight and Passage. |

SHANGHAI AND KOBE, via  
(Passing through the Inland Sea) { FORMOSA ...  
B. H. W. Snow } About 23rd August | Freight and Passage. |

For further Particulars, apply to  
E. A. BEWETT, Superintendent.  
Hongkong, 10th August, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
NUBIA	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 11th Aug. Freight.
BADENIA	{ HAVRE, BREMEN and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 15th Aug. Freight.
Capit. Roerden	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 27th Aug. Freight.
SPEZIA	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 27th Aug. Freight.
(ex BAMBERG, Capit. Mittlaff)	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 10th Sept. Freight.
ANDALUSIA	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 10th Sept. Freight.
Capit. Filler	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 20th Sept. Freight.
SAMBIA	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 4th Oct. Freight & Passengers.
Capit. Luning	{ HAVRE and HAMBURG ... (Calling at Singapore, Penang and Colombo) }	On 18th Oct. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
1904

STEAMERS.	SAILING DATES.
PREUSSEN	... WEDNESDAY ... 17th August
GNEISENAU	... WEDNESDAY ... 14th September
PRINZ HEINRICH	... WEDNESDAY ... 28th September
BAYERN	... WEDNESDAY ... 12th October
SACHSEN	... WEDNESDAY ... 26th October
ZIETEN	... WEDNESDAY ... 9th November
PRINZESS ALICE	... WEDNESDAY ... 23rd November
PRINZ TEGENT LUITPOLD	... WEDNESDAY ... 7th December
PREUSSEN	... WEDNESDAY ... 21st December
PRINZ EITEL FRIEDRICH	... WEDNESDAY ... 4th January 1905
PRINZ HEINRICH	... WEDNESDAY ...

ON WEDNESDAY, the 17th day of AUGUST, 1904, at 9 a.m., the Steamship "PREUSSEN," Captain E. Prehn, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and PORT SAID. Shipping Orders will be granted till Noon on MONDAY, the 15th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 4th August, 1904.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND HAWAIIAN PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 18th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
LONDON, AMSTERDAM and ANTWERP	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 24th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 30th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS.	"MACHAON"	On 11th August.
	"TELEMACHUS"	On 7th September.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 4th August, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 10th August.
SHANGHAI	"WHAMPOA"	On 11th August.
SHANGHAI	"SHAOHSING"	On 12th August.
SHANGHAI	"WUHU"	On 13th August.
CEBU and ILOILO	"KAIFONG"	On 16th August.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 25th August.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th August, 1904.

# IN DO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR SWATOW & SHAI S.S. "CHOYSANG"	On WEDNESDAY, 10th Aug., at 4 p.m.
FOR MANILA S.S. "LOONGSANG"	On FRIDAY, 12th Aug., at 4 p.m.
FOR SHANGHAI S.S. "HANGSANG"	On FRIDAY, 12th Aug., at 4 p.m.
FOR SWATOW, CHEFOO & TIENTSIN S.S. "WOSANG"	On TUESDAY, 16th Aug., at 2 p.m.
FOR KUDAT & SANDAKAN S.S. "MAUSANG"	On WEDNESDAY, 24th Aug., at 2 p.m.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 8th August, 1904.

## THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERMAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His  
Majesty's Mails, will be despatched from  
this for Bombay, etc., on SATURDAY, the 13th  
AUGUST, at Noon, taking passengers and  
cargo for the above ports in connection with the  
Company's s.s. "China," 7913 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the Mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, etc., will be conveyed  
from Bombay by the E.M.S. "Ballarat," due  
in London on the 25th September.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents and  
value of all packages are required.

For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 1st August, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week  
days, at 7.30 A.M.; on Excursion  
Sundays, at 8.30 A.M.; from Macao week days  
at about 2 p.m. and Sundays about 7.30.

FARE—(week days) 1st Class (including cabin  
and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class  
Single Ticket \$2. Return Ticket \$3. Return  
Ticket including Tiffin and Dinner either on  
board or at Macao Hotel \$5. On Sundays \$5  
extra will be charged for each Cabin which has  
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok  
Street.

The Steamer runs an Excursion Trip Every  
Sunday, and takes only 3 1/2 hours to reach Macao.

**MING ON & CO.,**

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

## VESSLS ON THE BERTH THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPEN-  
HAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR,"

Captain Koch, will be ready to load on or about  
SATURDAY, the 20th August.

For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.

Hongkong, 18th July, 1904.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

CALCUTTA, BOMBAY, ADEN,

DIJIBOUTI, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904,

at 1 p.m., the Company's Steamship

"TOURANE," Captain Girard, with

Mail, Passengers, Specie and Cargo, will

leave this Port for MARSEILLES via Ports

of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with

the Australian line s.s. "Arundel" bound

for MARSEILLE via BOMBAY and ADEN.

Cargo and Specie will be registered for

don as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon

only on Monday, the 22nd August. Specie and

Parcels received until 4 p.m. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 10th August, 1904.

## STEAMSHIP SERVICE TO NEW YORK VIA SUZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON,"

will be despatched on or about the 16th

September.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, 28th July, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for

Canton, at 8.30 p.m., on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to

Hongkong on the following days, leaving Canton

at 5 p.m. Excellent accommodation, electric

light, and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way. Second-

class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

## J. TREVINO & CO. HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodore Steamer

"PAUL BEAU,"

Captain Fraugel, leaves Hongkong for Canton

at 8 p.m., on SUNDAYS, TUESDAYS and

THURSDAYS, returning to Hongkong the

following day, leaving Canton at 5 p.m., taking

passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN,"

Captain Merliu, leaves Hongkong on MON-

DAY, WEDNESDAY and FRIDAYS, at

the usual hour.

These two magnificent and up-to-date

steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European .. \$8.00

Second Class European .. \$3.00

First Class Chinese .. \$1.50

Second Class Chinese .. \$0.80

Deck .. 30

The Company's Wharf is at the end of Queen

Street, Praya West.

For further particulars, apply to  
**J. LANDOLT, Agent.**

The Pharmacy, Queen's Road Central  
Hongkong, 23rd March, 1904.

THE BEST  
THE OLDEST  
THE CHEAPEST  
BELT IN THE WORLD  
IS  
**GANDY'S**  
DOUGLASS' PATENT  
SPLIT PULLEYS.  
ALSO LARGE STOCK OF  
DOUGLASS' PATENT  
SPLIT PULLEYS.  
SOLE AGENTS:  
LUTGENS, EINSTAMANN & CO.  
HONGKONG.  
600-1

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istered only in the  
form of a tablet,  
for intestinal or  
stomach trouble,  
and is especially  
valuable for  
Children.  
Sold in Bottles  
by all Druggists.

Prepared by THOMAS KEATING, London.

1229

## NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE  
ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., whence delivery

may be obtained. Perishable Goods to be

taken delivery of immediately.

All damaged packages must be left in the

Godowns, and a certificate obtained from the

Godown Company, within seven days after the

arrival of the vessel, after which no claims will

be recognized.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

10th instant, will be subject to rent.

**CARLOWITZ & CO.,**  
Agents.

Hongkong, 3rd August, 1904.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside the

Godowns of the Hongkong and Kowloon

Wharf and Godown Company, Ltd., at

once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the

10th instant, will be landed at Consignees'

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited.

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge

of the Vessel will be landed and stored at

Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

**DAVID SASSON & CO., LD.,**  
Agents.

Hongkong, 8th August, 1904.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"

FROM GLASGOW AND LIVERPOOL

AND THE STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd., at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th inst., will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 20th

inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 15th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**PODWEILL & CO., LIMITED,**  
Agents.

Hongkong, 8th August, 1904.

## OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer



## POST OFFICE NOTICES.

The *Coronand*, with the English mail of 15th July, left Singapore on Saturday, the 6th inst., at 4 p.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 14th June.

The *Korea*, with the American mail, left Manila on Tuesday, the 9th inst., and may be expected here on or about Friday, the 12th inst.

BOOKS CONTAINING— 16 Postage Stamps of 4 cents  
12 " " 2 cents  
12 " " 1 cent

may be obtained at the counter of the General Post Office and at Kowloon Post Office.

Price \$1.00 each book.

In future, there will be one delivery of correspondence each day on weekdays only in Shaukiwan leaving General Post Office at noon. Pillar boxes at Arsenal Street and Percival Street will be cleared four times a day as under—

Percival Street { 8.00 a.m. 2.00 p.m.  
11.00 a.m. 5.00 p.m. } Arsenal Street { 8.05 a.m. 2.05 p.m.  
11.05 a.m. 5.05 p.m. }

MAILS WILL CLOSE

FOR PER DATE.

Canton.....	Wednesday, 10th, 7.30 A.M.
Shanghai, Moji, Kobe and Yokohama.....	Wednesday, 10th, 8.00 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.).....	Wednesday, 10th, 11.00 A.M.
Macao.....	Wednesday, 10th, 1.15 P.M.
Swatow and Shanghai.....	Wednesday, 10th, 3.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide and Perth.....	Wednesday, 10th, 3.00 P.M.
Haihow and Hiphong.....	Wednesday, 10th, 5.00 P.M.
Canton.....	Wednesday, 10th, 5.00 P.M.
Singapore.....	Wednesday, 10th, 5.00 P.M.
Kongmoon, Kunchuk and Samshui.....	Wednesday, 10th, 5.00 P.M.
Kongmoon.....	Wednesday, 10th, 5.00 P.M.
Namtau.....	Wednesday, 10th, 5.00 P.M.
Sanbuo.....	Wednesday, 10th, 5.00 P.M.
Macao.....	Wednesday, 10th, 5.00 P.M.
Canton.....	Thursday, 11th, 7.30 A.M.
Swatow, Amoy and Auping.....	Thursday, 11th, 8.00 A.M.
Swatow, Amoy and Auping.....	Thursday, 11th, 11.00 A.M.
Singapore, Penang and Bombay.....	Thursday, 11th, 1.15 P.M.
Macao.....	Thursday, 11th, 3.00 P.M.
Ningpo and Shanghai.....	Thursday, 11th, 3.00 P.M.
Kowloon, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma.....	Thursday, 11th, 4.00 P.M.
Yap, Sipan, Ruk, Pompa, Kusaie, Jaluit, Nauru, Ocean Island and Sydney.....	Thursday, 11th, 4.00 P.M.
Samshui, Shihing, Tackling and Wuchow.....	Thursday, 11th, 4.00 P.M.
Canton.....	Thursday, 11th, 5.00 P.M.
Kongmoon and Kunchuk.....	Thursday, 11th, 5.00 P.M.
Namtau.....	Thursday, 11th, 5.00 P.M.
Sanbuo.....	Thursday, 11th, 5.00 P.M.
Macao.....	Thursday, 11th, 5.00 P.M.
Canton.....	Friday, 12th, 7.30 A.M.
Shanghai.....	Friday, 12th, 8.00 A.M.
Shanghai.....	Friday, 12th, 11.00 A.M.
Macao.....	Friday, 12th, 1.15 P.M.
Canton.....	Friday, 12th, 3.00 P.M.
Swatow, Amoy and Auping.....	Friday, 12th, 3.00 P.M.
Kongmoon, Kunchuk and Samshui.....	Friday, 12th, 5.00 P.M.
Kongmoon.....	Friday, 12th, 5.00 P.M.
Namtau.....	Friday, 12th, 5.00 P.M.
Sanbuo.....	Friday, 12th, 5.00 P.M.
Macao.....	Friday, 12th, 5.00 P.M.
Canton.....	Saturday, 13th, 7.30 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma.....	Saturday, 13th, 8.00 A.M.
Yap, Sipan, Ruk, Pompa, Kusaie, Jaluit, Nauru, Ocean Island and Sydney.....	Saturday, 13th, 11.00 A.M.
Samshui, Shihing, Tackling and Wuchow.....	Saturday, 13th, 1.15 P.M.
Canton.....	Saturday, 13th, 3.00 P.M.
Kongmoon and Kunchuk.....	Saturday, 13th, 3.00 P.M.
Namtau.....	Saturday, 13th, 3.00 P.M.
Sanbuo.....	Saturday, 13th, 3.00 P.M.
Macao.....	Saturday, 13th, 3.00 P.M.

Extra Postage 10 cents.  
(Supplementary mail on board up to the time fixed for departure of the mail.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao.....	1.10
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